REFUSED TO LEGALIZE IT

New Jersey's Governor Withholds His Signature from the Reading Deal Act,

But President McLeod Says the Combine Will Not Be Affected-The Commission Question Likely to Cause Trouble Again.

Governor Abbett, of New Jersey, yesterday vetoed the bill legalizing the Reading railroad deal. When the announcement was made President McLeod, of the Reading railroad, was asked, at Philadelphia: "Will the refusal of the Governor to sign the bill have any effect upon the combination?"

"None whatever," he replied. "We are perfecting our organization, and we will not be affected by the action of Governor Abbett. The leases were made without regard to the legislative action on the part of New Jersey. The New Jersey Central road has been leased by the Port Reading, and prior to the passage of the bill legalizing the anthracite combination there was no law in New Jersey preventing one corporation operating in that State from leasing another. The lease of the New Jersey Central road by the Port Reading is, in other words, legal, and the New Jersey Central is being operated under that lease, and will coatinue to be so operated. The principal purpose of of the bill was to enable dissenting stockholders to have their claims adjudicated. We had not heard of any dissenting stockholders of the New Jersey Central road but if there were any the passage of the bill and its approval by the Governor would have enabled them to have their claims adjudicated."

"It has been said, Mr. McLeod, that. in case the Governor refused to sign the bill, a corporation would be organized under the laws of New Jersey which would control and operate all the roads interested in the combination through ownership of their

"That is not correct," replied Mr. Mc-Leod. "We have never thought of forming such a corporation. The leases will stand as they have been made, and the leased roads will continue to be operated by the Reading, regardless of the action taken by Governor Abbett. I think that the word conveniently expresses the situation. We will continue to operate the roads under the leases, but not as conveniently as we could do if the Governor had signed the

A Combination That May Cause War. It has just leaked out, so a Chicago dispatch says, that a combination has been formed between the Vanderbilt and Pennsylvania lines in the East, and the Chicago, Burlington & Quincy, the Chicago, Milwaukee & St. Paul, the Chicago & Northwestern and the Atchison, Topeka & Santa Fe in the West, by which these companies agree to discontinue the payment of commissions to each other's agents. The consideration is a division of the interchange of passenger business in accordance with an agreement entered into a few weeks ago, and which means the exclusion. so far as possible, of all other lines from participation in this business. Two secret meetings have been held, one in Pittsburg and the other in New York. The roads that are to be practically boycotted by this arrangement, it is believed, are the Rock Island, the Chicago, St. Paul & Kansas City, and the Chicago & Alton in the West and the Grand Trunk, the Erie, the B. & O. and connecting lines in the East. It is plain to be seen that this is another attempt on the part of the Pennsylvania and the Vanderbilt systems to do away with the payment of passenger commissions to ticket agents, and they have secured the assistance of four of the strongest roads west of Chicago. If by this deal they can force the other lines to surrender a peaceful solution of the commission question may be expected, but nobody seems to anticipate such an outcome, at least until after there has been a hard fight. The combination has been handled very carefully, and it was not until yesterday, the dispatch says, that reliable information on the subject could be obtained. This discovery of what has been going on will certainly lead to a row, and it is predicted that the result will be a terrific rate war or the abandonment

Prospective Pennsylvania Changes. Mention was made a few days ago that F. D. Casanave, superintendent of motive power of the Pennsylvania Company's shops at Fort Wayne, had been called to Altoons, and it was understood that a promotion awaited him. The Fort Wayne Sentinel says that important changes are soon to occur in the higher official circles of the Pennsylvania road, and adds the following: "A well-founded rumor is in circulation to the effect that Theodore N. Ely, general superintendent of motive power of the Penusylvania railroad, will retire from that position April 15, to accept the fourth vice-presidency of the company. Mr. Ely will be succeeded by F. D. Casanave, now superintendent of motive power of the Pittsburg, Fort Wayne & Chicago railroad. A few weeks ago Mr. Casanave tendered the general superintendency of motive power of the Philadelphia & Reading railway with a salary of \$10,000, but declined, much to the surprise of his friends. It is now believed that Mr. Casanave, at that time, was also tendered Mr. Ely's position, which has attached to it a \$12,000 salary, and for this reason he declined the Reading offer. His appointment to the position would, indeed, be a most excellent one. Mr. Casanave is one of the foremost railroad men of the country and is worthy and capable to fill any position in railway life. His head-quarters will be in Altoona."

Those Help-Out Claims. An official of the Atchison, Topeka & Santa Fe road writes and asks the Journal to state that some other roads have adopted that line's policy as regards what are known as the "Help-out claims," and asks that their names be made as prominent as was that of the Santa Fe in the matter. The New York Central, the Boston & Albany, the West Shore, the Southern Pacific, the Missouri Pacific and the Chicago, Burlington & Quincy are the number. There was no intention of doing the Santa Fe any miustice in the matter. The surprise is that such a course was not adopted earlier, so troublesome is the adjusting of this class of claims, which usually result from carelessness of clerks in freight ofices in billing under the wrong classification, or giving a wrong rate or by a ticket where a ticket agent sold a ticket to Lincoln, Neb., at the same rate as to Lincoln, Ill.; in the first case the rate is \$16.50, while to Lincoln, Ill., is but \$5.40. Of course the initial road will be asked to make good the difference. Such mistakes are annoying and usually expensive.

Effort to Stop Demoralization of Rates. The Atchison, the Illinois Central, the Wabash and the Chicago & Alton roads have joined in a communication to the general passenger agent of the Pittsburg & Western, in which they take radical measures to end the demoralization of the market at Chicago by the manipulation of that company's tickets reading from Pitts-Sarg to St. Louis vin Chicago. There is little legitimate business between Pittsburg and St. Louis by way of Chicago, but by stocking the brokers with their tickets the indirect routes can probably sell one thousand tickets or so in a year. This evil has grown so of late that the roads in question have now notified the Pittaburg & Western that, taking effect April 16, it can only continue to sell tickets to St. Louis via Chicago by making such sales on the basis of the sum of the two rates, Pitta-burg to Chicago to St. Louis. Similar notices have been sent to other interested

In a Shaky Condition.

What will become of the Western Traffic Association after April 12 is the absorbing question in railroad circles. Now that the attempt to hold a meeting on that date has been formally abandoned, and a call has York May 1, the opinion is expressed even | out everything is on a lavish scale.

more freely than before that the association is making its last gasp. To Jay Gould is attributed the failure to secure a quorum for the proposed meeting in Chicago. The presidents of the lines that are accused by Gould of cutting rates, and who are certainly not anxious to help him wield the club with which be intends to punish them, may find it inconvenient to go to New York May 10. Besides, Chairman Walker's term has expired, and no proposition has been made for his continuance in office after April 12. The outlook is anything but reassuring.

Freight Rates East-Bound Demoralized. There is no longer any question as to rates east-bound being demoralized in this territory, as well as out of Chicago and Peoria. The tonnage carried by certain fast-freight lines against lines which usually carry the larger per cent. of the business show that shading of rates is going on. Those who have investigated the matter find that it is done through the paying of rebates. Another feature of the situation is that the lines which are shading rates operate over the roads which are members of the Central Traffic Association, while the lines which are maintaining rates are not members or under any of the obligations which members have entered into.

Personal, Local and General Notes. The Wabash company las set aside \$150,-000 for new shops at Ashley, the new town on the Detroit and Chicago division. President Mackey, of the Evansville lines, has placed an order with the Ohio Falls car-works for five first-class passen-

ger coaches. The name of George Saul as manager of the Mackey lines does not appear on the last circular issued by D. J. Mackey,

which is exciting some speculation. At the shops of the l'ennsylvania Company in Fort Wayne three first-class ten-wheel engines were built in March, and seven more are to be built of the same type. E. H. Stevens, formerly train-dispatcher on the Vandalia, now trainmaster on the St. Louis & Iron Mountain road, with his family, is spending a few days in Terre

The numerous friends of E. O. McCormick, general passenger agent of the Cincinnati, Hamilton & Dayton, will regret that his illness has assumed a serious char-

- The Great Northern Railway Company has placed an order with the Haskell-Barker car-works, Michigan City, for nine hundred coal and ore cars, sixty-ther sand pounds capacity.

Passenger equipment of the Big Four is being placed on the late Cincinnati, Wabash & Michigan road, and the C., W. & M. rolling stock sent to the Big Four shops to be relettered and painted.

The several superintendents on the Pennsylvania lines west of Pittsburg will meet to-day with General Superintendent Miller, in Columbus, O., to arrange the summer time-table and fix the date for it to go

The Arthur Timberlake party, numbering forty, closed a contract yesterday with Col. Wm. Shaw, of the Chicago, Burlington & Quincy, for transportation from Chicago to Minneapolis to the coming national Republican convention. The business of Trains 20 and 21, between

New York and St. Louis, over the Vandalia and Pennsylvania lines, is becoming so heavy that in all probability, with the taking effect of the spring time-table, another Pullman car will be added.

As a result of a conference between W. R. Woodford. general superintendent of the Wheeling & Lake Erie road, switch engineers have had their pay increased 15 cents a day, first year engineers 25 cents per one hundred miles and firemen 10 cents per one hundred miles run.

As the result of the consolidation under one management of the Philadelphia & Reading, the Lehigh Valley and the New Jersey Central, a large number of men are being dismissed from train service and other branches. In one department, the New York Times says, 165 men have been

In the Chicago and Ohio River freight pool, in the month of February, between Indianapolis and Chicago, north-bound, the Pennsylvania carried 12.93 per cent. of the freight tonnage, the Big Four 22.65, the Monon 40.61; south-bound, between these points, the Pennsylvania lines carried 22.52 per cent., the Big Four 30.50 and the Monon

J. Q. Van Winkle, general superintendent of the St. Louis Terminal Company, was in the city yesterday on official business. One hundred and eighteen passenger trains now pass over the St. Louis bridge daily, and an average of seven hundred freight cars, and this is but a small portion of the work which comes under his

In 1890 the passenger earnings of the Lake Erie & Western road were \$50,000 in excess of those of 1889. In 1891 they were \$ 5,000 in excess of 1890, and this year General Passenger Agent Daly has set his mark at \$75,000 increase, which he will realize if the earnings the remaining nine months of the year are as favorable as was the three months ending with March 31.

Stealing freight delivered at city freight depots is causing considerable expense to the roads, as such freights are receipted for when delivered for shipment and the railroad company becomes responsible. One road has recently paid for an organ which was stolen; also, two bicycles. Canned goods are frequently taken. The thieving is done in such a manner that the roads seem unable to ferret it out.

In commenting on the proposition of the Indiana, Illinois & Iowa company to utilize an old right of way in its extension to Plymouth, a South Bend paper says if Gosben and Plymouth base their chance of securing this road upon the alleged right of way and graded road-bed. Plymouth stands a poor show, as there is no such right of way, but there is a road-bed from Knox to Plymouth, built in 1870, which is now owned by the I., I. & I. railway com-

A prominent railway official who is not prope to talk wildly regarding railway schemes, predicts that in the not distant future the East Tennessee, Virginia & Georgia, the Queen & Crescent, the Cincinnati, Hamilton & Dayton, the Louisville Southern, the Louisville, New Albany & Chicago, and the Lake Erie & Western will be under one control. He supports this statement by saying that the Brice-Thomas syndicate have large stock inter-

ests in each of the roads named. It is reported that a new transcontinental route from the Rocky mountains to the coast is being organized, and that Jav Gould, Timothy Hopkins, ex-treasurer of the Southern Pacific, and Senator Fair, of California, are the promoters. The road, it is said, will start from Pueblo, Col., across the San Louis valley to Durango, thence crossing the Colorado river and will parallel the Southern Pacific down the San Jose valley in California. The proposed road is said to have been the result of Mr. Goald's recent Southwestern visit.

The executive committee of the traindispatchers of America held a meeting at Chicago yesterday to arrange for the transportation of delegates to the national convention of the organization in New Orleans, June 14. The plan is to concentrate in Chicago all the delegates from the West and in Cincinnati all those from the East, Aside from this the committee formulated for the consideration of general superintendents a recommendation for a number of changes in methods of train running at present more or less in vogue.

With the approval of John F. Miller, general superintendent of the Pennsylvania Company (Southwestern system), the following changes in agents have been made: J. T. Bickell is appointed freight and ticket agent at Idlewood, vice J. L. Worth, transferred; J. L. Worth, ticket agent at Newark, vice W. H. Parrish, transferred, W. H. Parrish, freight agent at Washington, vice J. L. Mothershead, resigned; R. A. Vorhes, freight and ticket agent at Fernwood, vice D. D. Cale, transferred; D. D. Cale, freight and ticket agent at Leasdale and Wood-ville, vice W. A. Pittis, resigned; M. A. Mann, freight and ticket agent at Willow

Grove, vice R. D. Allison, resigned. The Pullman ear-works have just turned out, for the Pennsylvania lines, one of the finest dining cars the works have ever built. It is named the Saravin. The interior of the car is finished with delicately carved, highly polished redwood, has a dark velvet carpet, large double-plateglass bay windows, with heavy French curtains, is lighted by electricity from crystal buibs, held in a wreath of dark leaves made of metal. The car is illuminated by seventy lights, and accommodates forty people at its tables at one time. Instead of the seats now in general use there are great baronial chairs with high backs of carved wood, back and seat covered with been issued for a special meeting in New | Japanese embossed leather, and throughPERSONAL AND SOCIETY.

Mrs. A. R. Baker went to Chicago yesterday to make a short visit to friends. Miss Alice Woods has returned from an extended visit to friends in Keokuk, Ia. Dr. E. G. Anthony has gone East to take a special course on the eye, ear, nose and

Mrs. Lucia Julian Martin has gone to Toledo to reside with relatives on account of

Mrs. E. C. Howlett, of Peoria. formerly of this city, is visiting her sister, Mrs. John

Mrs. Elmer E. Britney, of St. Louis, is visiting her parents, Mr. and Mrs. N. H. Kipp, on Park avenue. Mr. and Mrs. S. E. Morss gave a small

theater party last evening in honor of Mrs. Emma Morris, of Daluth. Mrs. Frank Miller, of Romona, is the guest of Mr. Miller's mother, on North Illi-

nois street, for a few days. Rev. M. L. Haines has gone to Danville. Ill., where he will conduct services in one of the churches for a week. Miss Claire Kuefke, of Glasgow, Scot-land, is expected soon to make an extended

Mr. and Mrs. John Dean have taken possession of their whome, The Pines, No. 571 North Pennsylvania street. Mr. and Mrs. C. W. Jenkins entertained the Card Club, of which they are members,

visit to Mrs. Louis H. Gibson.

vania street. The Country Club dinner, to have been given Monday evening, will occur to-night. About fifteen members and their wives will go out. It is entirely informal.

last night, at their home on North Pennsyl-

Mr. and Mrs. J. H. Baldwin have issued invitations for the marriage and reception of their daughter Rose to Dr. Edwin Rufus Lewis, to occur Tuesday evening, April 12, at the family residence, No. 385 North Pennsylvaniastrect.

Messrs, Walter Herron, Clarence Rhodes and Fred Nicholas had charge of the dance given by a party of young men last night, at the Propylaum. There were present over one hundred young people and about ten couples of married people, and a most enjoyable evening was spent. The dances given by this set of young men have been very successful all the season. There has been a large attendance at each, and, with good music by Divine's Orchestra, no part was lacking. The assembly hall has never held merrier groups of dancers than these cotillions have brought together, and great credit is due to the men who have been instrumental in making them such successes. HUTCHINS-LAING.

WASHINGTON, D. C., April 5 .- Miss Katherine Laing and Mr. Walter Taft Hutchins were married to-day, at noon, at the resince of Mr. and Mrs. A. J. Halford, in the presence of a large gathering of their friends. The ceremony took place in a beautifully arranged parlor and under a canopy of smilax and lasparagus vines. In the lead walked little Miss Halford, carrying the white ribbons which, as she went along, made an aisle for the bride to approach the waiting minister, Rev. Dr. Bartlett. Dr. Magruder Muncaster was best man. Mr. Halford escorted the bride and gave her hand in marriage. Her youthful attendant, Miss Ruth Halford, wore a pretty white silk, sprigged with mistletoe, with red ribbons and red boots.

After the ceremony the guests enjoyed a wedding breakfast and during the afternoon Mr. and Mrs. Hutchins started on their wedding trip. They will be gone a few weeks and early in May will sail for Europe to spend the summer. Mr. Hutchins is an Englishman and his mother, Mrs. Sharp, resides in London. His sister is the Baroness Oppenheim, of Germany. TWO WEDDINGS AT MARION.

Special to the Indianapolis Journal. Marion, Ind., April 5.-8. L. Rariden, of Indianapolis, and Miss Louise Van Devanter were married at the residence of the bride's parents here to-day, Rev. L. F. Simpson, of the First M. E. Church, officiat-

ing. Mr. Rariden is a successfut business man, and the bride is the daughter of Hon. Isaac Van Devanter. The latter has been one of the most popular young women in Marion society. After a wedding tour through the East they will locate in Indianapolis. Rev. James Ullery, of Bluffton, paster of the Christian Church at that place, was united in marriage with Miss Minnie El-well by Rev. B. R. Long, of the Washington-street Christian Church here, at noon to-day. Bluffton is to be their home. FRAZIER-HUSTON.

Special to the Indianapolis Journal. QUAKERTOWN, Ind., April 5.-Rev. H. O. Frazier, pastor of the M. E. Church of Everton, and Miss Anna M. Huston, of near Connersville, were married this afternoon. The Rev. Frazier is a native of the State of Delaware, a graduate of Wyoming College in Pennsylvania and a popular young minister of the Southeast Indiana Conference. The bride is a relative of ex-United States Treasurer J. N. Huston, and the only daughter of the late William Huston. Mr. Frazier and bride left on the 1:15 o'clock train for Dover, Def., where they will visit the former's home.

HAYMOND-BURK. Special to the Indianapolis Journal. GREENCASTLE, Ind., April5 .- The marriage of Mr. Thomas W. Haymond, class poet of the class of '87, now of Terre Haute, and Miss Grace Burk, daughter of W. H. Burk. took place at 4 P. M. to day, Rev. Dr. Town officiating. Both were DePauw students, the groom having graduated in 1887, and his bride being a member of the class of '93. They left for their home in the Prairie City, where the groom is a promising young lawyer. He is an old Phi Kappa Pei boy, formerly of Shelbyville. Among the attendants at the wedding were several friends from Terre Haute, Shelbyville and other points.

Union Painters. Painters' Union No. 47 had a large attendance last night, with two initiations and ten reinstatements. John R. Thomas was elected walking delegate. A boycott was declared on T. A. Sanders and Lon Robinson. The painters anticipate no trouble as their trade rules have been accepted by all the larger shops.

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